

NAVAL AVIATION SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

14/lr
Ser 679
31 May 1967

SPECIAL HANDLING REQUIRED
IAW OPNAVINST 3750.6 SERIES

[REDACTED]

From: Commander, Naval Aviation Safety Center
To: Commanding Officer, Training Squadron THREE
Subj: VT-3 AAR ser 2-67A concerning T-28C BuNo 146250 accident
occurring 29 March 1967, pilot THE

1. The subject report and all endorsements thereon have been reviewed. Commander, Naval Aviation Safety Center concurs with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

(b) (5)

[REDACTED]

(b) (6)

[REDACTED]

By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 404) (2)
CNATRA
CNABATRA
NAVPLANTREPO COLUMBUS

[REDACTED]

ORIGINAL

Code 34
10 May 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on CO TRARON THREE AAR, ser 2-67A, concerning T-28C,
BUNO 146250, accident occurring 30 Mar 1967, pilot THE

From: Chief of Naval Air Training
To: Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the
Aircraft Accident Board and comments and action indicated in subsequent
endorsements.

(b) (6)

By direction

Copy to:
COMNAVAIR
CNABATRA
COMNAVPLANTREPO COLUMBUS
CO TRARON THREE

15

ORIGINAL

Code 05
2 May 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6
SERIES

SECOND ENDORSEMENT on TRARON THREE Serial 2-67A, concerning
T-28, BuNo 146250, accident occurring 29 March 1967, Pilot: THE

From: Chief of Naval Air Basic Training
To: Commander, U. S. Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

Ref: (a) CNABATRA ltr Code 103 of 15 MAR 1967

1. Forwarded, concurring with the comments and recommendations
of the Aircraft Accident Board and the first endorsement.

(b) (5)



J. H. Armstrong
J. H. ARMSTRONG

Copy to:
NAVAVSAFCEN (2 direct)
NAVAIRSYSCOMHQ
NAVPLANTREP COLUMBUS
TRARON THREE

Code 01
24 April 1967

FIRST ENDORSEMENT on Training Squadron THREE serial 2-67A, concerning
T-28, BUNOV146250, accident occurring 29 March 1967, pilot THE.

From: Commanding Officer, Training Squadron THREE
To: Commander, U.S. Naval Aviation Safety Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the Accident Board.

(b) (5)




D. T. KARNAGEL

Copy to:
NAVAVSAFECEN 2cc
NAVAIRSYSCOM HQ
CNATRA
CNABATRA
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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page

SPECIAL HANDLING REQUIRED in accordance with

Para. 96, OPNAV INSTRUCTION 3750.6, *as amended*

OPNAV REPORT 3750.1

PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG LOCATION OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
CO, TRARON THREE	2-67A	292107 March	T28C	146250
6. TO Commander Naval Aviation Safety Center	7. VIA CO, TRARON THREE	8. RC	9. LOCATION OF MISHAP	10. DAMAGE
CNABATRA	CNATRA		2.5 miles/253° radial NSE TACAN	AWA
		11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
		Night	2+43	311
		14. CLEARED	15. TYPE CLEARANCE	16. AIRSPEED
		FROM South Whiting	Local VFR	Unk
		TO South Whiting		7.100
		17. A/C WEIGHT	18. ELEVATION AT TIME OF MISHAP	19. TERRAIN
			S.L. 200	0
18. BRIEF DESCRIPTION OF MISHAP				
Uncontrolled collision with ground				
20. LIST MODEL BUINO REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				
None				

(b) (5)

1. NAME (Last, first, & middle initials)	2. GRADE	3. RATE	4. BRANCH	5. SERVICE NO.	6. AGE	7. DATE OF BIRTH	8. STATUS	9. TYPE	10. DATE
PILOT (at controls at time of mishap)	THE, Vu	Cadet	(b) (6)	Vietnamese	23	--	Student	F/C	'A'
CO-PILOT (Identify & submit separate page 1)									
None									
SECTION C. PERSONNEL DATA									
PILOT EXPERIENCE IN HOURS									
11. ALL MODELS	133.9		17. CV LANDINGS DAY/NIGHT		ALL		0 / 0		
12. ALL MODELS IN LAST 12 MONTHS	133.9		18. TOLP LANDINGS LAST 6 MONTHS DAY/NIGHT		IN MODEL		0 / 0		
13. ALL MODELS IN LAST 3 MONTHS	71.4		19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL		0 / 28.4		
14. ALL SERIES THIS MODEL	A/C	102.6	20. NIGHT HOURS LAST 3 MONTHS		IN MODEL		0 / 28.4		
	OFT/CPT	0 / 4	21. TOTAL HOURS IN JOBS (if not mishap)		ALL		11.7 /		
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	102.6	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		IN MODEL		11.7 /		
	OFT/CPT	0 / 4	23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		DATE		29 March 1967		
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	71.4	24. TYPE INSTRUMENT CARD		DURATION		1.5		
	OFT/CPT	0 / 4					None		
25. NAME (Last, first, & middle initials)									
None									
26. GRADE									
27. RATE									
28. BRANCH OF SERVICE									
29. SERVICE NO.									
30. UNIT									
31. REPORT									
32. STATUS									
33. POSITION									

OF-051

PART I: MAINTENANCE, MATERIAL AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED	8. SER. NO. FOR AMPFUR		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED	PART NUMBER	NOMENCLATURE					
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
	8. G FORCES	9. RELIGHT <input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL <input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL	14. NO. RELIGHT ATTEMPTS			
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS					
	RECIPROCATING ENGINE FAILURE									
	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/INCH	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
	INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS					
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP									
	1. AMPFUR SERIAL NUMBER N/A									
	2. DIR MESSAGE REQUEST DATE-TIME-GROUP None									
	3. OTHER Preliminary MSG Report TRARON THREE 300630Z Mar 1967									
	4. Supplementary MSG Report TRARON THREE 302335Z Mar 1967									

OPNAV REPORT 3750-1

Form 56, OPNAV INSTRUCTION 3750.6, effective edition

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PART V- THE ACCIDENT

A. Vietnamese Cadet THE, Vu, (b) (6) departed South Whiting Field at 1824 local in a T-28C, side number 24-325, BuNo 146250. The mission was a scheduled solo night navigation flight.

B. The flight was conducted in normal manner until his return to the vicinity of South Whiting Field. At the Relay Tower, and in accordance with procedures, 24-325 requested and received clearance for a night field entry from South Whiting Ground Control. He then switched to tower frequency and proceeded toward South Field. The duty runway was 13.

C. The Runway Duty Officer (RDO) next sighted an unidentified aircraft approaching the Initial Point of Entry (IPE) for runway 31 vice runway 13. At this time 24-325 declared he was lost. The RDO positively identified the aircraft proceeding in the wrong direction as 24-325.

D. The RDO then instructed 24-325 to climb to 4000' and orbit. Roving Space (Instructor Chase Pilot) called 24-325 and instructed him to orbit his present position and that he would return for him at a later time. 24-325 acknowledged.

E. Ten minutes later, Roving Space contacted 24-325 and asked the pilot if he had the Relay Tower in sight. The pilot answered that he did. Roving Space instructed him to make a normal night field entry, which he acknowledged.

F. Two minutes later Cadet THE made a voice transmission. Several words were garbled, but the basic part of the transmission indicated he was departing for the I.P.E. for a full stop landing. Roving Space instructed 24-325 to switch his anti-collision lights, "on". Cadet THE replied his lights were "off".

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G. At this time the RDO sighted an unidentified aircraft (2W-325) west of his position heading north. The anti-collision lights were off. The aircraft (2W-325) was in a steep descent at an estimated altitude of 500'. The RDO called for "Power" and the aircraft disappeared momentarily below the lines of trees northwest of the field and then reappeared in a very steep climb. The aircraft then fell off into a steep dive and crashed. Time of impact was 2107 local.

PART VI-DAMAGE TO AIRCRAFT

A. Aircraft 2W-325, BUHO 146250 received strike damage upon impact with trees and ground.

B. Engine section. The engine was separated from the airframe on impact and sank into the soft, swampy soil. Two cylinders separated from the engine upon impact and were found at the scene, but the main part of the engine was not recovered. The main drive shaft and front section of the crankcase sheared, separating the propeller and gear section from the engine.

C. Wings. The port wing and vertical stabilizer were separated from the aircraft as it hit the first trees (Pt. "A" Enclosure 6). The starboard wing was destroyed on impact.

D. Fuselage. Destroyed on impact as shown in Enclosure 7.

PART VII- INVESTIGATION AND ANALYSIS

A. Definitions of frequently used terms.

1. Roving Space-Instructor in charge of Night Navigation Flight. Monitors progress of the students throughout the flight with assistance from other airborne instructors.

2. 2W-325/Studio-325/S-325-All refer to Cadet THE's aircraft-- "Studio" is the squadron tactical call.

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3. Relay Tower- Telephone relay tower, 4.2 miles to the southeast, that is used as the starting point for night field entry to South Whiting Field.

4. Initial Point of Entry (IPE)- Over the approach lights on the tower side of the approach end of the runway at 1500 feet of indicated altitude.

5. Runway Duty Officer (RDO)- A qualified night flying instructor that is qualified to observe and assist in night landings.

B. Vietnamese Cadet THE was on an authorized Night Navigation Two, solo flight when his accident occurred. Night Navigation One is basically an identical flight and was successfully completed by Cadet THE on the night preceding his accident.

(b) (5), (b) (6)

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PART VIII-CONCLUSIONS

(b) (5)



PART IX-RECOMMENDATIONS

(b) (5)



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